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VOLUME IV. BISBEE, ARIZONA, WEDNESDAY EVENING, SEPTEMBER 19, 1900. NUMBER 213

PROFESSIONAL

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ATTORNEY-AT-LAW
AGENT FOR LAND SCRIP
Tombstone, Arizona.

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140 W. Pennington St., Tucson, Ariz.
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Will practice in District Court of Cochise County.

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ATTORNEY-AT-LAW
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SOCIETY PRINTING
COCHISE REVIEW JOB OFFICE
We are thoroughly equipped to do all kinds of Society Printing in a first-class manner.

RAILROAD TIME TABLES.

Arizona & South Eastern Railroad
Pacific Time one hour earlier than City time

Northward		Southward	
Miles	Time	Miles	Time
1	6:00	1	6:00
2	6:05	2	6:05
3	6:10	3	6:10
4	6:15	4	6:15
5	6:20	5	6:20
6	6:25	6	6:25
7	6:30	7	6:30
8	6:35	8	6:35
9	6:40	9	6:40
10	6:45	10	6:45
11	6:50	11	6:50
12	6:55	12	6:55
13	7:00	13	7:00
14	7:05	14	7:05
15	7:10	15	7:10
16	7:15	16	7:15
17	7:20	17	7:20
18	7:25	18	7:25
19	7:30	19	7:30
20	7:35	20	7:35
21	7:40	21	7:40
22	7:45	22	7:45
23	7:50	23	7:50
24	7:55	24	7:55
25	8:00	25	8:00

* Flag Stations—Stop on Signal.

V. R. STILES, R. C. MORGAN, G. F. & P. A., Superintendent.

Southern Pacific Railroad.

WESTBOUND.		EASTBOUND.	
Time	Station	Time	Station
6:30 a. m.	Benson, leave	6:30 a. m.	Benson, arrive
6:40 a. m.	Tucson, arrive	6:40 a. m.	Tucson, leave
6:50 a. m.	Maricopa, leave	6:50 a. m.	Maricopa, arrive
7:00 a. m.	Phoenix, arrive	7:00 a. m.	Phoenix, leave
7:10 a. m.	Phoenix, leave	7:10 a. m.	Phoenix, arrive
7:20 a. m.	Phoenix, arrive	7:20 a. m.	Phoenix, leave
7:30 a. m.	Phoenix, leave	7:30 a. m.	Phoenix, arrive
7:40 a. m.	Phoenix, arrive	7:40 a. m.	Phoenix, leave
7:50 a. m.	Phoenix, leave	7:50 a. m.	Phoenix, arrive
8:00 a. m.	Phoenix, arrive	8:00 a. m.	Phoenix, leave

New Mexico and Arizona Railroad.

WESTBOUND.		EASTBOUND.	
Time	Station	Time	Station
6:30 a. m.	Benson, leave	6:30 a. m.	Benson, arrive
6:40 a. m.	Tucson, arrive	6:40 a. m.	Tucson, leave
6:50 a. m.	Maricopa, leave	6:50 a. m.	Maricopa, arrive
7:00 a. m.	Phoenix, arrive	7:00 a. m.	Phoenix, leave
7:10 a. m.	Phoenix, leave	7:10 a. m.	Phoenix, arrive
7:20 a. m.	Phoenix, arrive	7:20 a. m.	Phoenix, leave
7:30 a. m.	Phoenix, leave	7:30 a. m.	Phoenix, arrive
7:40 a. m.	Phoenix, arrive	7:40 a. m.	Phoenix, leave
7:50 a. m.	Phoenix, leave	7:50 a. m.	Phoenix, arrive
8:00 a. m.	Phoenix, arrive	8:00 a. m.	Phoenix, leave

Santa Fe Prescott and Phoenix Railroad.

NORTHBOUND.		SOUTHBOUND.	
Time	Station	Time	Station
6:30 a. m.	Benson, leave	6:30 a. m.	Benson, arrive
6:40 a. m.	Tucson, arrive	6:40 a. m.	Tucson, leave
6:50 a. m.	Maricopa, leave	6:50 a. m.	Maricopa, arrive
7:00 a. m.	Phoenix, arrive	7:00 a. m.	Phoenix, leave
7:10 a. m.	Phoenix, leave	7:10 a. m.	Phoenix, arrive
7:20 a. m.	Phoenix, arrive	7:20 a. m.	Phoenix, leave
7:30 a. m.	Phoenix, leave	7:30 a. m.	Phoenix, arrive
7:40 a. m.	Phoenix, arrive	7:40 a. m.	Phoenix, leave
7:50 a. m.	Phoenix, leave	7:50 a. m.	Phoenix, arrive
8:00 a. m.	Phoenix, arrive	8:00 a. m.	Phoenix, leave

FANCY FIGUREHEADS

Are No Longer in Vogue Among Shipbuilders.

Less Decoration Outside and More Inside Than Formerly—Old Carvers Driven Out of Business by the Change.

The days of the fancy figureheads on ships are almost forgotten in this age of plain bow and stern. There was a time when a ship without a fancy bowpiece was the exception; now the reverse is the case. The appearance in a Maine harbor of one of these old specimens of the artistic era in shipbuilding would be hailed with enthusiasm by the younger generation of sailors who would be regarded with wonder. It would, at all events, be a curiosity to the occasional waterfront visitors.

In the shipyard of Edward S. Griffen, No. 465 Fore street, says the Portland (Me.) Express, may be seen implements, long since idle and rusting, of the ship carver's trade. "Yes," said Mr. Griffen, as he soliloquized over the lost industry, "the ship carver's occupation is gone. In the old days the ship sailing into port without a figurehead at the bow was like an unpolished shoe. It was all the fad and entered into the plans for a vessel about as much as the hull or rigging. It gave a finished appearance to the craft which we don't see in these days and was not an expensive addition, either."

"I believe I am the only one of the old carvers now in the business. I started over 40 years ago. The only work in the ship carving line of late is confined to repairing, principally in cabin work. I remember the elder Nahum Littlefield and Edward Chapman were in the business nearly 50 years ago on Central wharf. Mr. Littlefield was succeeded by his son Nahum, formerly chief engineer of the fire department, who continued the business under the firm name of Nahum Littlefield & Brother, but when the demand for this work disappeared they retired. Theodore Johnson was also in the business on Union street, but he, too, gave it up when the decline in the ship carver's trade set in."

"The designs for bow and stern ornaments were varied. Busts and full length figures were considerably in demand, although the dragon was a popular bowpiece. Those that didn't have a figure on the bow usually had what we called a billet head with carved trail boards. In such a case there was usually on the stern some fancy carved molding intertwined with small figures. There were quite a number of busts and full length figures and spreadeagles both on bow and stern. The reclining figure of a woman was also in much demand. For instance, if a ship was named for a woman it was probable that a bust or full length figure of a woman would be used as a figurehead."

"In some cases the bust or full length figure of a man would be used if the vessel had been named for some well known citizen. I remember the old ship William G. Davis had a bust of him in the stern moulding. I believe the ship Philena, owned by J. S. Winslow, had a full length figure of Mrs. Winslow. The Philena was a handsome ship, but was lost many years ago. The ship Alice Cooper, built at Knightville by ex-Mayor Randall's father, had one of the handsomest figures of any of the vessels coming into the harbor. It was the full length figure of a woman. In my time I did considerable work for vessels built by J. S. Winslow and Russell Lewis. The business began to decline when the profits in vessels commenced to disappear. The carving of figureheads grew to be looked upon as unnecessary, although the expense of such an adornment usually ran from \$100 to \$300. The first decline began with the demand for lighter and less expensive mouldings, until finally the fad or custom dropped out entirely. As a substitute common rope came into use. A coil of rope with a knot in the center was at first used, but now not even this is seen on one-half the vessels. The eye for the artistic in ship building seems to have been blinded in these later days by purely financial motives."

"Many vessels of the present time have head and trail boards on the bow, and some have the scroll head. Some have a fancy quarter board on the side for the vessel's name. Fancy carving on the interior and exterior of the cabin, with a trussed knee on the forward of the cabin, are somewhat in use now. But all the inside and outside cabin decoration can never take the place, from an artistic view, of the handsome figurehead of the old days. The old business is gone," said Mr. Griffen, "and I do not expect to live to see its revival."

Mr. Griffen explained that the figureheads formerly in use were usually made of hard pine and were carved by hand.

HAPPY, LAZY RUATAN.

Island Off the Coast of Honduras Where No One Works, Because There Is No Need of It.

FURTHER HOSTILITIES

Predicted in China Next November.

BRITISH WITHDRAWING TROOPS.

From Africa For China--Japan and Russia Seizing Opportunities.

WASHINGTON, Sept. 19.—In accordance with the prediction of Sir Robert Hart that there would be further hostilities in China in November, it is reported that the British government is already considering the transfer of troops from South Africa to India in order to make it practicable to send more British troops to China. The Russians are reported actively engaged in Manchuria. Twenty thousand Chinese soldiers are said to be in Peking, disbanded and with their coats turned for a disguise. Waldersee is expected at Shanghai on Saturday. Earl Li has telegraphed to General Yung Lu to use every effort to induce the emperor and empress to return to Peking and to remove Prince Tuan.

It is also said that he sent a telegraphic memorial impeaching Prince Tuan, Prince Chang and Tsalan, Tuan's brother, as well as Kang Yui, president of the war board, and Chao Chu Chiao, commissioner of railways and president of the board of punishment.

He appended his own name and those of the viceroys of Nankin and Woo Chung, but the latter disavows the use of his name. This means a rupture with a large, influential party. Dr. Morrison, the Peking correspondent of the London Times, continues to protest against the evacuation of Peking, but says because of their barbarity, the withdrawal of the Russian troops would be a positive benefit.

The Russians are keenly pushing their interests here. They number 8,000 and have occupied the summer palace, eight miles northwest of the city. After the race with the Japanese they took the leading part in the parade of the allies through the Peking palace. In Manchuria they report fighting everywhere with Chinese troops, pointing to the permanent occupation of the territory down to the great wall at Shanghai-kwan.

The Japanese are also watchful for opportunities. Ten thousand of them are here occupying the entire northern part of the city, the largest and richest share of all. They have seized 2,000,000 taels (over \$1,000,000) of silver in revenue.

CROKER IS GAME.

Tammany Chieftain Backs His Opinion With Coin.

NEW YORK, Sept. 18.—Another wager of twenty thousand dollars has been made by the Tammany leader on Bryan's chances of success at the coming election.

This is the second bet of a similar amount laid by Croker, expressing confidence in the victory of the Democratic candidate.

TAMMANY SUBSCRIBES

Ten Thousand Dollars Towards the Galveston Sufferers.

NEW YORK, Sept. 19.—Today Tammany subscribed out of its coffers ten thousand dollars towards the Galveston relief fund. The announcement of this munificent gift was made by telegram to the relief committee.

TRANSVAAL'S NAME CHANGED.

British Call It Vaal River Colony.

LONDON, Sept. 19.—A dispatch to the Central News from Pretoria says: The Transvaal republic will henceforth be known as the Vaal river colony.

Another dispatch from Pretoria says General Baden-Powell has been appointed chief of the Transvaal police.

The war office has received the following dispatch from Lord Roberts, dated Pretoria September 18:

"Yesterday Buller occupied Mankberg after considerable resistance. He says the road is too bad for description. He is now moving on Spitzkop. Hildyard reached Griedhorst yesterday. He met with slight opposition."

A dispatch from Johannesburg, dated September 3, says Dalgetty's third cavalry brigade arrived there from Zee-

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DISCOVERED EVIDENCE

Of the Extent of the Great Disaster.

SEASIDE RESORT DESTROYED.

Conditions in Galveston--Thousands Are Leaving the Ill-fated City.

DALLAS, Sept. 19.—Last evening an exploring party, whose mission was to search the country for any fresh evidences of the extent of the late storm, discovered that an island seaside resort had received the full force of the tempest and had been totally destroyed. Not a single house of what had been a flourishing resort was left standing.

A ghastly sight was presented to the view of the searchers this morning when four hundred bodies were found lying among the debris and scattered round where the fury of the storm and the waves had hurled them.

There were a thousand residences in that section and in neighboring parts of the coast where visitors came in search of health during the summer. All these residences had been destroyed, and the exploring parties are finding numbers of corpses round the ruined dwellings.

The search is being extended over other sections of the gulf coast, where it is feared the country will show traces of the visit of the storm.

A nephew of Alderman John Wagner, a youth of 18 years, was found dead in the forks of a tall cedar tree, two miles from his wrecked home, and tightly clenched with a death grip in his right hand, was \$200 which his father had given him, with two \$20 gold pieces, while the father attempted to close an open door, when the house went down, and the whole family perished in the raging storm and flood.

The number of dead under debris in the central parts of the city will never be known, as burning is going on all over the city. The east end, beginning at Fifteenth street and Avenue L, running on a line parallel with the island, has a great mass of wreckage piled as high as a man's head and from that to the top of houses three stories high.

The evacuation of Galveston has begun. Do what they will, the newspapers and authorities cannot convince thousands who have made up their minds that this island is doomed to remain a moment after their first chance of escape.

GALVESTON, Sept. 19.—Pestilence can only be avoided here by cremation. That is the order of the day. Human corpses, dead animals and all debris are to be submitted to the flames. Yesterday upwards of 400 bodies, mostly women and children, were cremated, and the work goes rapidly on. They are gathered in heaps of twenty and forty bodies, saturated with kerosene and the torch applied.

The condition of the destitute has improved during the last twenty-four hours. Food, ice and disinfectants have come in. Coffee, bread and bacon have been distributed.

Looting and robbery is practically all stopped by the arrival of regulars, who are acting under strict orders and will allow no trifling.

NEW YORK, Sept. 19.—The transport McPherson, loaded with supplies left for Galveston today.

CHICAGO, Sept. 19.—The Galveston relief fund in this city has passed the \$100,000 mark. In St. Louis, Boston, Philadelphia, Pittsburgh, Cincinnati and half a dozen other cities the fund has nearly reached that figure.

GALVESTON, Sept. 19.—Plans for the construction of an immense dyke to protect the city from another disaster are being designed by engineers. Despite the great obstacles, the plan is declared to be feasible, and methods of raising the immense amount of money necessary for its construction are being considered.

GALVESTON, Sept. 19.—It has been estimated that at least 3,000 bodies are still under the ruins of the destroyed city.

Fully 8,000 have deserted the city. Every effort is being made to remove the ruins, and today there are six thousand men working on the debris.

It will take over five million dollars to clean and purify the town, while the people must be fed and clothed. The mayor said the property loss is twenty million dollars.

EX-GOVERNOR HUGHES

Of the Star Will Support the Prohibition Ticket.

Count Waldersee Arrives.

Shot His Wife First.

Potato Soup.

Tailor (reproachfully) — You have owed me \$15 for two years, and now you have a new bicycle?

Debtor—Well, who told you that was paid for?—Heiterer Welt.

Wealthy Drummer Suicides.

NEW YORK, Sept. 19.—John Hayes, a wealthy western drummer, suicided at the Waldorf-Astoria this morning.

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